in this method began on 9th February, 1917, and during the three months March, April and May, 4,013 ships were convoyed across those dangerous waters with a total loss of nine vessels—only one in every 446.

This was a very encouraging result. But the indirect effect of the experiment was still more valuable. In order to carry out his work, Commander Henderson found it necessary to make frequent visits to the Ministry of Shipping to consult its officials about sailing arrangements, and they worked harmoniously and well together. Meantime his practical experience in the organisation of convoys led him to the conviction that they were by far the safest way of bringing ships through the danger zone. He found that the larger target offered by a convoy was no more vulnerable than each single ship would have been. A submarine could not count on firing more than a single "browning shot" as it was at once attacked by the escort and, in addition, if surfaced, by the guns of the convoyed vessels; and wireless warning to the escort would enable the whole convoy to be diverted from a point where a submarine was known to be operating. Further, the convoy also served the purpose of bringing the submarine to the destroyer instead of the destroyer having to range the Atlantic looking for a periscope.

Commander Henderson investigates the problem

Henderson made various enquiries from several
Co-operation different Departments of the Admiralty
of the in an effort to find out the volume of
Ministry of our overseas trade and the point of origin,
Shipping i^ couj cj get no satisfactory information
from them. So he tackled the Ministry of Shipping,

*A shot fired into the brown, i.e., the gloom.